

National Transportation Safety Board  
Washington, DC 20594

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Brief of Accident

Adopted 05/29/2007

NYC07CA074							
File No. 21508		03/09/2007		Marshfield, MA		Aircraft Reg No. N323RW	
						Time (Local): 10:00 EST	
Make/Model: Mooney / M20R						Fatal	Serious
Engine Make/Model: Continental / IO-550-G6						Crew	Minor/None
Aircraft Damage: Destroyed						0	1
Number of Engines: 1						Pass	0
Operating Certificate(s): None						0	0
Type of Flight Operation: Personal							
Reg. Flight Conducted Under: Part 91: General Aviation							
Last Depart. Point: Syracuse, NY						Condition of Light: Day	
Destination: Same as Accident/Incident Location						Weather Info Src: Weather Observation Facility	
Airport Proximity: On Airport/Airstrip						Basic Weather: Visual Conditions	
Airport Name: Marshfield Municipal Airport						Lowest Ceiling: None	
Runway Identification: 24						Visibility: 10.00 SM	
Runway Length/Width (Ft): 3001 / 75						Wind Dir/Speed: Calm	
Runway Surface: Asphalt						Temperature (°C): -5	
Runway Surface Condition: Dry						Precip/Obscuration: No Obscuration; No Precipitation	
Pilot-in-Command		Age: 43				Flight Time (Hours)	
Certificate(s)/Rating(s)						Total All Aircraft: 930	
Private; Single-engine Land						Last 90 Days: 21	
						Total Make/Model: 372	
Instrument Ratings						Total Instrument Time: 297	
Airplane							

The pilot of a Mooney M20R entered the downwind leg of the traffic pattern and slowed the airplane to 90 knots. He then lowered the flaps, turned onto the base and final leg of the traffic pattern, and again increased the flap setting. The airplane touched down immediately past the runway numbers at a speed of 70 knots. The pilot then applied the brakes, and at approximately mid-field, it became difficult for him to maintain directional control, and the airplane "pulled severely to the left." He then initiated a go around by applying full power and raising the nose of the airplane to establish a positive rate of climb. The airplane then struck the airport perimeter fence and a large rock, separating the left wing and igniting a fire. Two witnesses, one a pilot and the other a flight instructor, both observed the airplane during the landing approach. They both reported seeing the airplane approach the runway, before it disappeared from view behind a row of hangars. When they next saw the airplane, it appeared traveling "fast," and was "trailed by tire smoke." The airplane then departed the runway surface, and the engine sound increased to "full power." The witnesses lost sight of the airplane behind terrain, but observed a "large ball of flames" moments later. Examination of the runway surface revealed skid marks that began about 1,000 feet beyond the threshold of the 3,001-foot long runway, which continued for about 1,600 feet before departing the left side of the runway surface. Marks in the turf continued from where the skid marks left the runway, through the airport perimeter fence, and toward where the airplane came to rest. Examination of the wreckage revealed that the airplane, including both main landing gear, was consumed by a post-impact fire.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: GO-AROUND (VFR)

Findings

2. OBJECT - FENCE

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

A loss of directional control for undetermined reasons.